

1953

OLDSMOBILE

OWNER MANUAL

and SERVICE POLICY

1953





6-753  
OWNER'S NAME

ADDRESS

TOWN

STATE

ENGINE NUMBER

SERIAL NUMBER

STYLE NUMBER

BODY NUMBER

PAINT NUMBER

TRIM NUMBER

HYDRAMATIC NUMBER

SELLING DEALER

ADDRESS

TOWN

STATE

SELLING DATE

DEALER'S SIGNATURE

All Authorized Oldsmobile Dealers will accord the holder of this Policy prompt and courteous attention and render service in keeping with the terms of this Policy.

**OLDSMOBILE**

*Owner Service Policy*

## **OLDSMOBILE**

### *Owner Service Policy*

#### **1. DELIVERY**

Your Oldsmobile car has been conditioned for delivery in accordance with standard factory instructions.

#### **2. WARRANTY**

Parts supplied under the "Manufacturer's Warranty" will be installed by any authorized Oldsmobile dealer in the United States or Canada without added charge for parts or labor. The "Manufacturer's Warranty" is set forth in the Owner's Manual. The Delco Battery in your car is warranted by a special policy, the benefits of which are explained in the Delco Battery service certificate which is supplied with every car.

#### **3. ADJUSTMENTS**

You are entitled to the inspections and adjustments listed on the back of the attached 1,000 mile and 2,000 mile coupons when they are signed by the dealer issuing this Policy. These services will be rendered without additional charge by any Authorized Oldsmobile Dealer in the United States or Canada upon presentation and surrender of the coupons.

#### **4. INSPECTIONS**

Throughout the life of the car, you are invited to have your car inspected periodically by any Authorized Oldsmobile Service Station. A charge will be made for diagnosis requiring certain test operations or the disassembly of parts.

#### **5. TOURIST PRIVILEGES**

When touring, you are entitled to all of the benefits of this Policy upon its presentation to any Authorized Oldsmobile Dealer in the United States or Canada.

#### **6. CHANGE OF RESIDENCE**

In the event you change your residence before the warranty period has expired, you may obtain any service to which you are entitled, by presenting this Policy to the Authorized Oldsmobile Dealer serving the locality into which you move.

#### **7. OWNER SERVICE POLICY**

This Owner Service Policy introduces you to all Authorized Oldsmobile Dealers in the United States and Canada and entitles you to receive service in accordance with Policy provisions. You should carry this Policy in your car at all times.

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OLDSMOBILE



OWNER MANUAL

and SERVICE POLICY





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## MAINTENANCE

### RECOMMENDATIONS

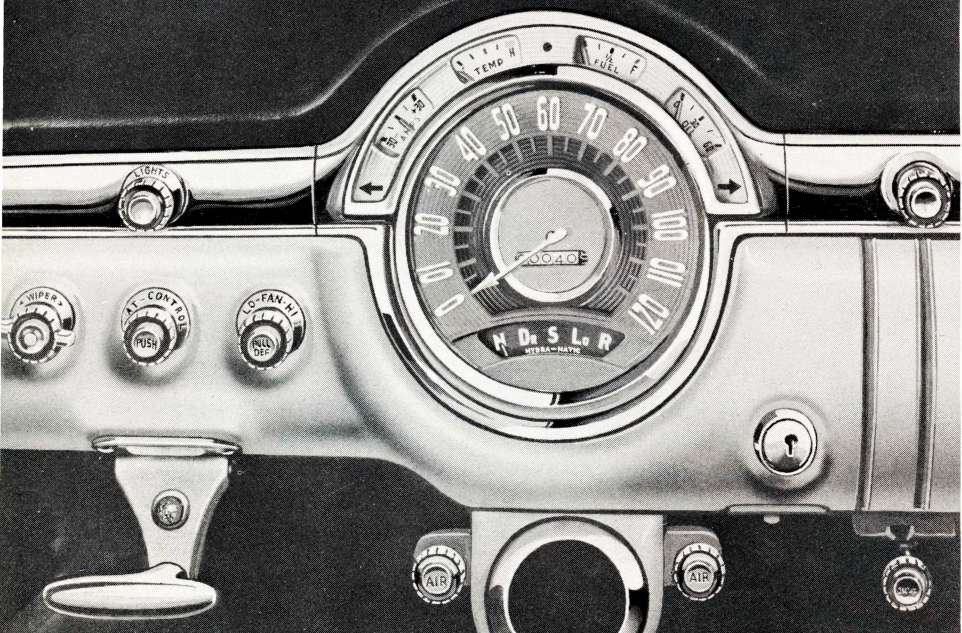
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# INSTRUMENTS



All instruments are conventionally located directly in front of the driver where they can be seen with only a glance. The instruments included in the panel tell the driver important things about the performance of the car and should be frequently observed.

## COURTESY LIGHT SWITCH

A hand-operated switch for courtesy lights is provided under the instrument panel, directly below the ignition switch. This manual switch allows you to turn courtesy lights off and on as desired when the front doors are closed.

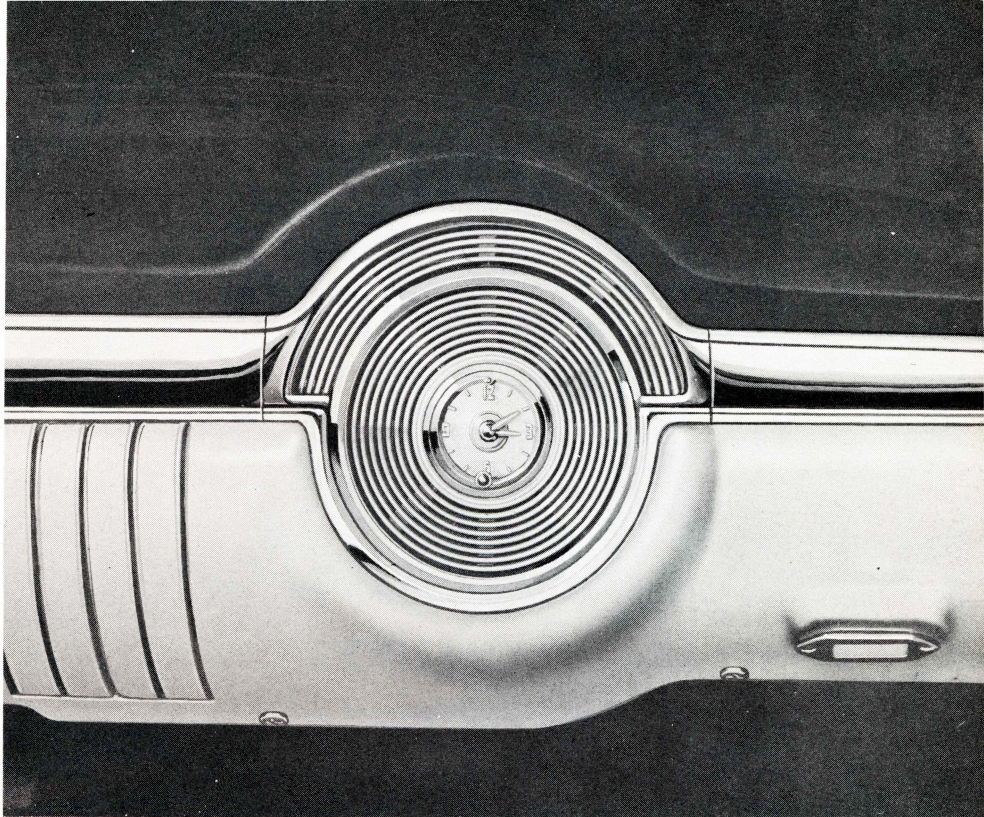
## TEMPERATURE GAUGE

Normal operating temperature is indicated when the needle reads below the red danger band. If the needle should reach the red danger area the engine should be stopped and the cause determined.

## FUEL GAUGE

The fuel gauge tells you the amount of fuel in the gas tank. A safety factor allows some reserve fuel in the tank when the needle indicates empty.





## AMMETER

The ammeter indicates whether the electrical current is being supplied to or withdrawn from the battery. When the battery is in a low charged condition the indicator will show a higher input or  $+$  rate than will be the case when the battery is fully charged or nearly so. Except at idle or at car speeds below 20 m.p.h., normal operation will cause the needle to read to the right or plus side.

## OIL

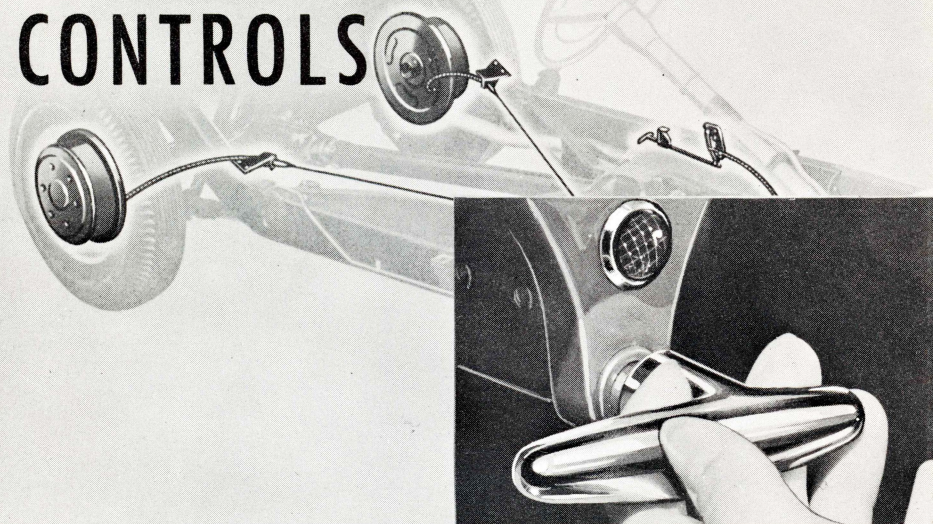
This is a pressure gauge, not an oil level indicator. Normal operating pressure is between 30 and 60 pounds while driving, but will vary with speed, engine temperature, and oil viscosity. When engine is idling, pressure will drop below 30 pounds but is safe with as little as 5 pounds.

## HYDRA-MATIC INDICATOR

This instrument, now incorporated in the instrument cluster, indicates the range in which the Hydra-Matic transmission is being operated. It operates whenever the ignition switch is turned on.

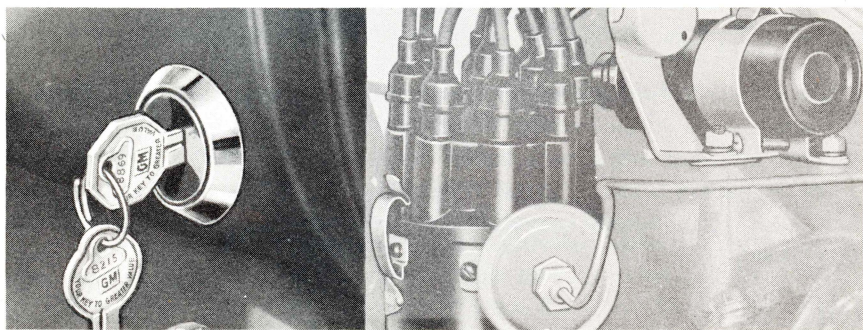


# CONTROLS



## PARKING BRAKE

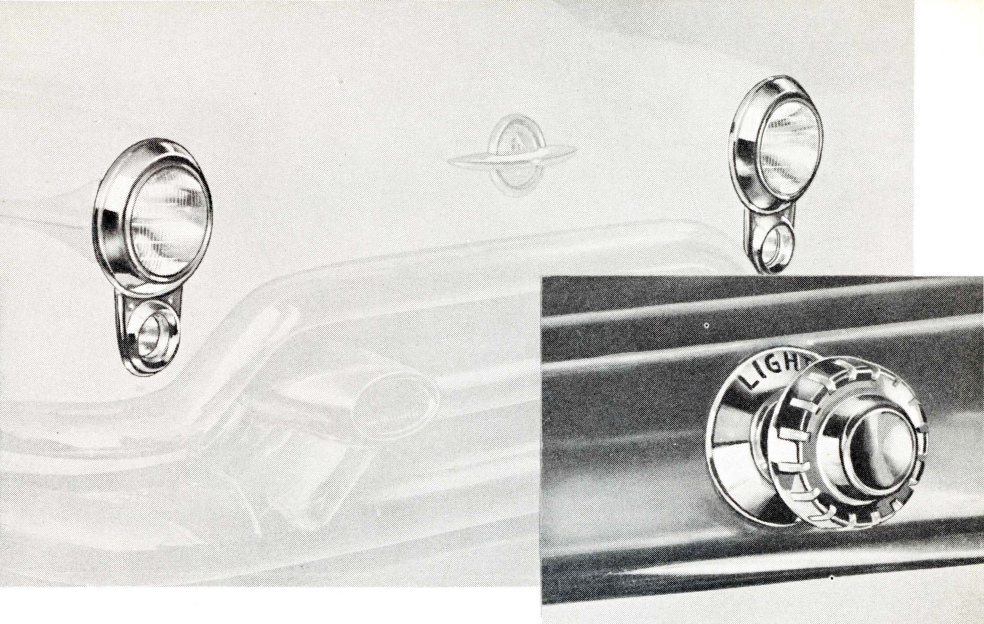
The parking brake, which is independent of the regular service brake, is operated by pulling the parking brake handle located at the lower left corner of the instrument panel. It is released by turning the handle counter-clockwise.



## IGNITION SWITCH

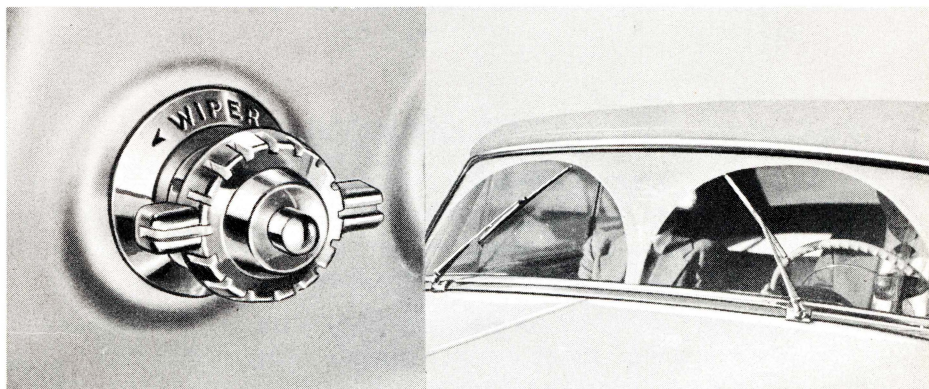
The ignition switch is a combined ignition switch, starter button, and accessory switch. It is operated with a key which can be removed only in the "off" position. Turning the key clockwise from vertical turns on the ignition and closes the circuit to the radio and heater. To start the engine continue to turn the key clockwise and as soon as the engine starts, release the pressure on the key. If you desire to operate the heater or radio when the engine is off, turn the ignition key counter-clockwise.





## HEADLIGHT CONTROL

The headlight switch is a two-position switch. The first position provides parking lights (front and rear) and the second position provides driving lights and tail lights. To dim the dash lights turn the light switch knob clockwise. To depress the head lights push the foot dimmer switch located on the floorboard of the car. The red lamp on the upper side of the instrument cluster is illuminated when you are driving on the high beam.

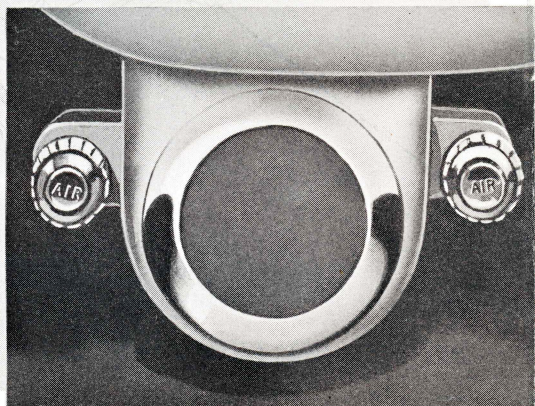
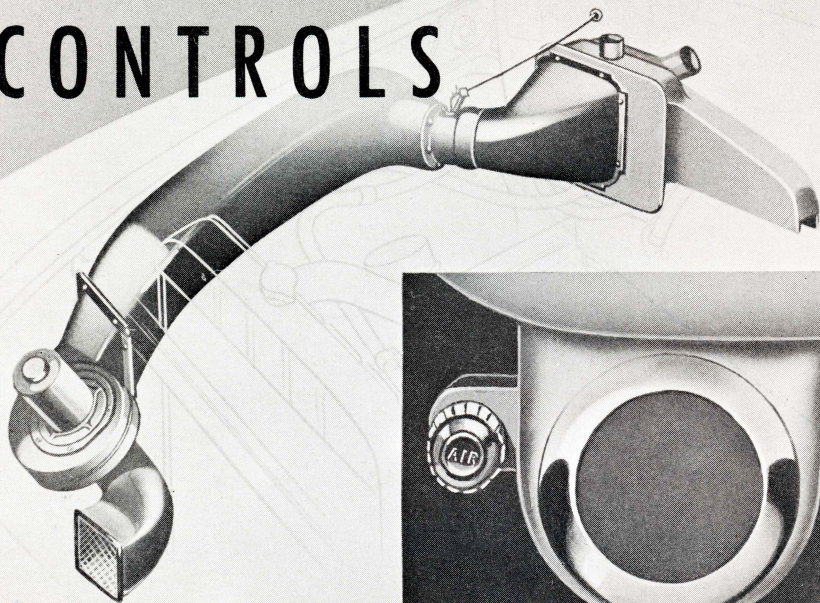


## WINDSHIELD WIPER

The speed of the windshield wipers may be regulated by turning the windshield wiper control clockwise. A push button provided in the center of this knob controls the windshield washer operation if the car is so equipped.



# CONTROLS



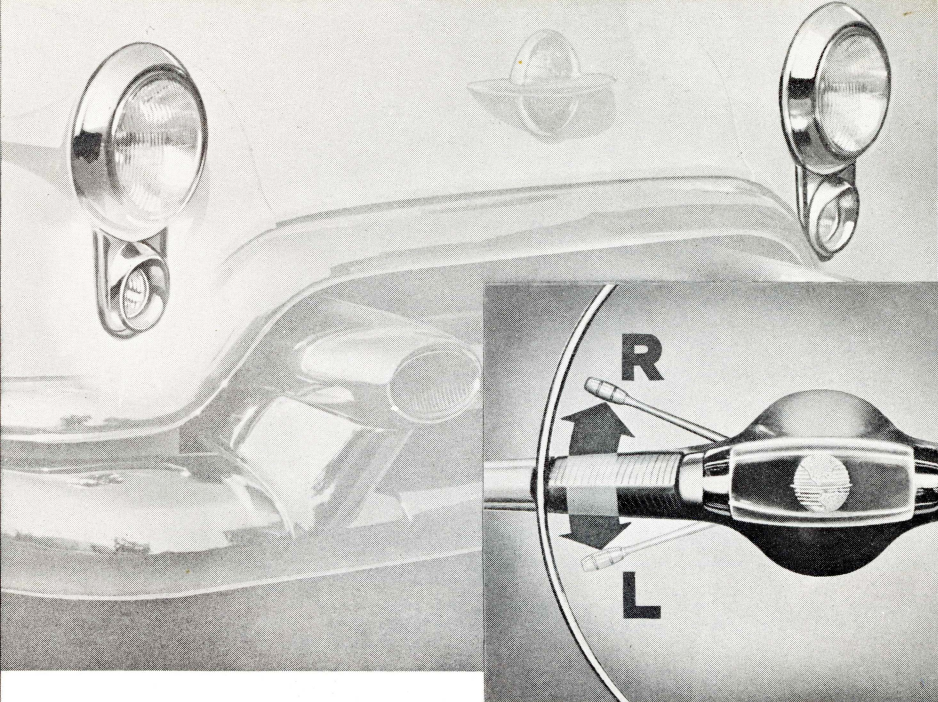
## AIR VENT CONTROLS

There are two air vent controls located on the steering column bracket under the instrument panel. Pulling these knobs lets air from outside the car into the driver's compartment. On cars equipped with a heater, the right hand air control is involved in heater operation. See details under Accessory Section.

### *Important Notes on* CARBON MONOXIDE

1. To keep out offensive odors and exhaust gases when traveling in congested traffic or when parked behind a car having its motor running, shut the outside air inlet valves by moving the knobs marked "Air" to the closed position. Exhaust gases contain carbon monoxide.
2. **WARNING:** Avoid inhaling exhaust gases when any concentration of these are present in the air, i.e., in a garage, in congested traffic, or when stopped closely behind a vehicle with its motor running. Exhaust gases may have strong odors which normally should give warning of their presence. However, the exhaust gases from some vehicles may not be noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which, by itself, is tasteless, odorless, colorless and extremely poisonous.



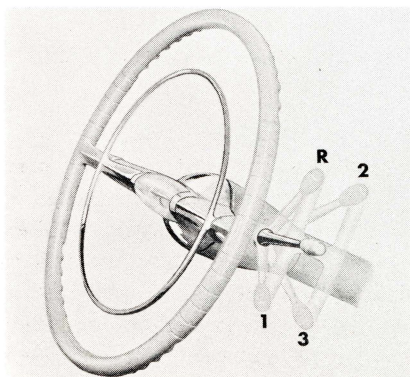


## DIRECTIONAL SIGNAL

The directional signal control lever is located directly under the steering wheel on the left side. Pushing the lever up indicates a right turn and pulling down on the lever indicates a left turn. The lever automatically returns to neutral position when the turn is completed.

## SHIFT LEVER

A shift lever is located under the steering wheel on the right hand side. The Syncro-Mesh transmission shift lever is operated in an "H" type shifting pattern as illustrated. The Hydra-Matic transmission shift lever positions are described on page 14.



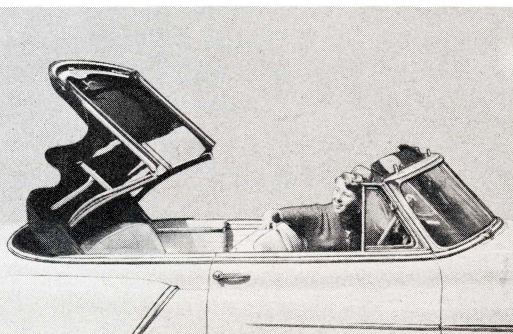
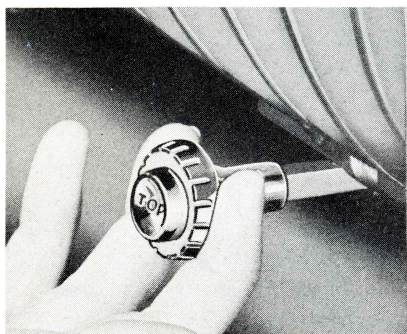


# CONTROLS



## FRONT SEAT ADJUSTMENT

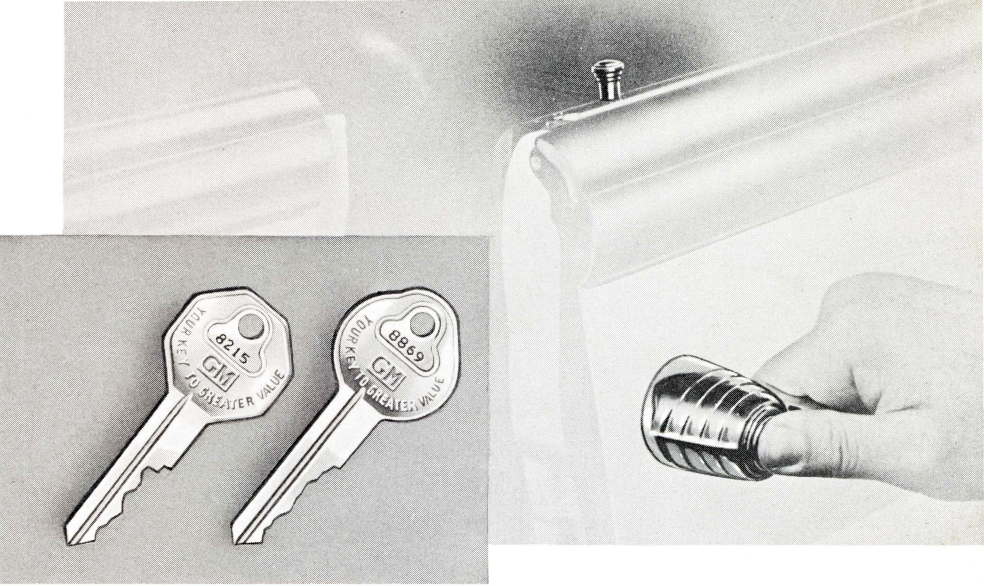
The front seat is adjustable for driver comfort. As the seat moves forward it rises to provide better posture and driving ease. To adjust the seat, push the release control located on the left edge of the seat, and move seat fore or aft as desired.



## CONVERTIBLE POWER-OPERATED TOP

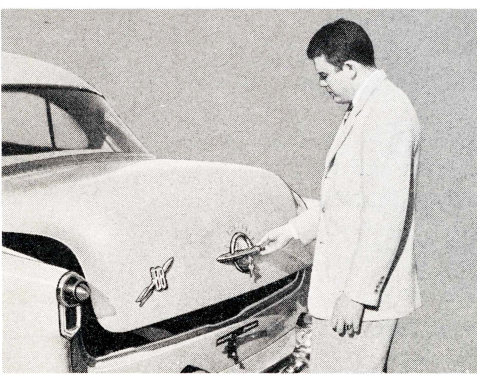
The power top operating switch is located under the center portion of the instrument panel. For complete instructions refer to the booklet entitled "How to Operate the Folding Top."





# LOCKS AND KEYS

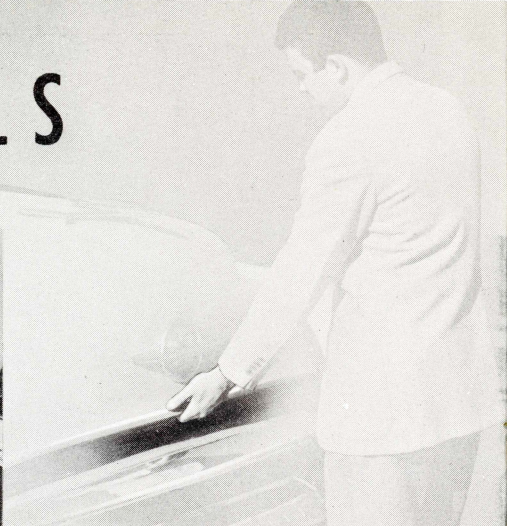
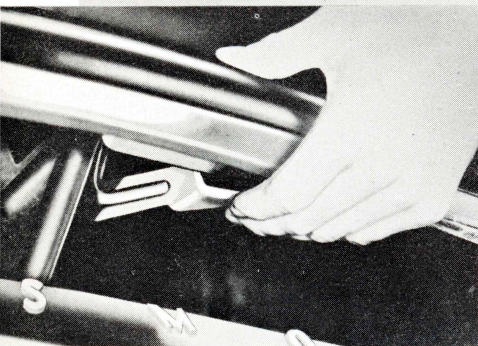
Two keys are required to operate all the locks on your new Oldsmobile. The octagonal handled key operates the front door locks and ignition switch. The round handled key operates the glove compartment and trunk lid locks. The doors can be locked from the inside by depressing the small lock button in the window garnish molding. They may also be locked from the outside by depressing this same lock button while the door is open and then depressing the push button in the outside door handle while closing the door. The rear doors are adjusted at the time of delivery so that the door cannot be opened with the inside door handle when the lock button is in the depressed position. If desired your local Oldsmobile Dealer can very simply reset the rear lock so that the rear doors can be opened from the inside with the push button depressed.



# TRUNK COMPARTMENT LOCK

To open the trunk insert the key in the lock underneath the trunk emblem and turn the key. To lock, remove the key and firmly shut the lid.

# CONTROLS



## HOOD LATCH

To open the hood pull the release lever located just below the center of the upper grille bar. This will allow the hood to raise approximately one inch where the secondary latch or safety catch will retain it. The safety catch can then be released by inserting the fingers between the front edge of hood and the center of the grille bar.

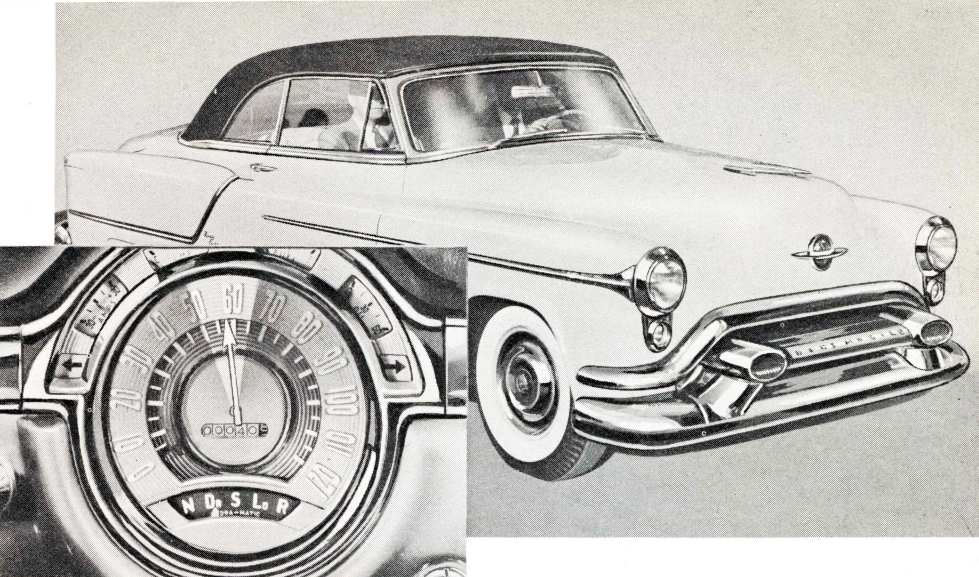


## STARTING THE CAR

As a safety measure, the engine will not start unless the shift lever is in the neutral position.

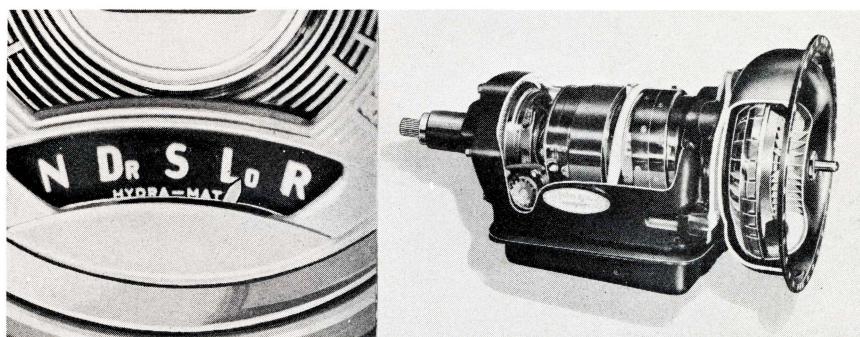
1. Position gear shift selector in neutral "N" position.
2. Engine . . . Cold—Depress accelerator pedal to floor once, then release (this presets automatic choke and throttle).  
Warm—Hold accelerator approximately one-third open.
3. Turn ignition key clockwise until engine begins cranking. Release pressure on key when engine starts running.
4. If engine does not start in reasonable time, hold accelerator pedal to floor (without pumping) while continuing to crank the engine.





## OPERATING SPEEDS

It is advisable that driving speeds be limited to 50 m.p.h. for the first 500 miles and 65 m.p.h. for the next 500 miles. It should also be remembered throughout the life of the car that when starting out with a cold engine a great deal of wear can be eliminated by driving at a moderate speed until the engine is thoroughly warm.



## HYDRA-MATIC DRIVE

After starting the engine simply select the speed range suited for the type of driving encountered, and start the car in motion by depressing the foot accelerator. It is not necessary to move the selector lever to the neutral "N" position when the car is not in motion such as waiting at stop signs or traffic lights. Simply remove your foot from the accelerator and if necessary apply light pressure to the brake pedal.



# CONTROLS

N

NEUTRAL "N"—This is the out-of-gear position for the transmission. It is provided for starting and provides a safe means of allowing the engine to idle with the car stopped.

Dr

DRIVE RANGE "Dr"—Placing the selector lever in the "Dr" position provides a driving range for most normal city and highway driving. It is unnecessary to shift the lever to any other position when starting the car from a standstill.

S

DRIVE RANGE "S"—"S" position is for use when super performance is desired. It is used primarily for driving in hilly country or when increased acceleration is desired in traffic. The selector lever can be moved between "Dr" and "S" positions at will under all operating conditions.

Lo

LOW RANGE "Lo"—When it is desirable to keep the car in a lower gear for descending very steep hills or for exceptionally heavy pulling through mud or sand, the "Lo" position should be used. Do not exceed 40 m.p.h. in "Lo" range.

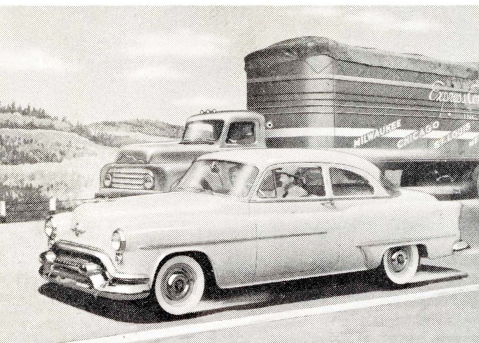
R

REVERSE "R"—Always be sure to bring the car to a complete stop before moving the selector lever into the reverse "R" position.



## CAUTION:

When leaving the car unattended with engine running, always place the selector lever in neutral "N" and set the hand brake.



## DRIVE RANGE PASSING

For driving situations where a sudden burst of power is desired, an acceleration gear has been provided. At speeds below 65 m.p.h. depressing the accelerator pedal completely to the floor automatically changes the transmission to the next lowest gear ratio.

## PUSHING TO START

To start the engine by pushing your car, move the selector lever to the neutral "N" position. When the vehicle reaches a speed of 25 m.p.h., turn on the ignition switch and move the selector lever to the "Dr" range.

## TOWING

If for any reason it becomes necessary to tow the car, it should always be towed with the rear wheels off the ground or with the propeller shaft removed.

## COASTING

Do not coast with the transmission selector lever in "N" position. The practice is unlawful in many states and under some conditions is harmful to the transmission.



## "ROCKING" YOUR CAR IN SNOW OR MUD

The car can be safely rocked in snow or mud by alternating the selector lever between the "Lo" and "R" positions.

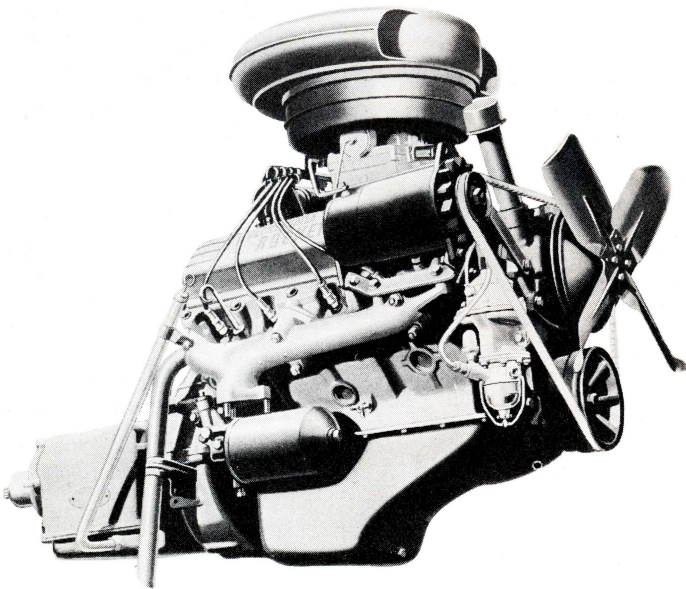
## PARKING

When your car is parked on a hill or incline, in addition to the hand brake, it can be locked in gear by placing the selector lever in reverse.

# MAINTENANCE

Your Rocket Engine Oldsmobile is precision engineered and built. The servicing of your Oldsmobile requires special training and skill. We believe that by having your service needs performed by an Authorized Oldsmobile Dealer you will obtain the highest possible degree of satisfaction.

The following section outlines the minimum maintenance requirements designed to keep your car performing at its best throughout its life. These preventive maintenance services performed regularly are your best assurance that you will not be required to make parts replacements due to abnormal wear.



## FUEL

The Oldsmobile Rocket engine is designed to take full advantage of the anti-knock qualities of the best premium fuels commercially available and therefore premium fuels should be used.



# RECOMMENDATIONS

## OIL

**ENGINE OIL RECOMMENDATIONS**—Because engine lubricants affect easy starting, oil economy, and engine wear, it is important that the recommendations made in this section regarding type of oil, change interval, and grade for temperature changes be followed.

**TYPES OF OIL**—There are several different types of crankcase oils being marketed by the petroleum industry. Each oil is designed to do a satisfactory job in a particular engine under certain operating conditions.

There are four chief deposits which can form in the crankcase of the engine that are particularly harmful. These deposits are Moisture, Sludge, Varnish and Acid. The formation of these deposits depends on the quality of oil and the additives therein, engine operating temperature, and the type of driving. They form under both low and high speed driving conditions but generally form more rapidly in cold weather under short run or city driving conditions. Thus, either continued high speed driving or considerable periods of stop and go driving constitute “severe” driving conditions insofar as motor oil is concerned. Because the Rocket engine is manufactured to very close tolerances for long life and dependability, these deposits, if allowed to form, will cause operating problems.

Formation of these deposits can be substantially reduced by using oils that contain the correct type and quantity of additives. Sludge is reduced by additives having detergent dispersant characteristics. Varnish deposits are reduced by oxidation inhibitors. Bearing corrosion is eliminated by corrosion preventive additives. Only certain types of oils have sufficient of these additives and, therefore, only these types can be recommended for satisfactory service in your Rocket engine. The following information describes the various types of oil now being marketed and the reasons they should or should not be used in the Rocket engine.

<i>Former Identification</i>	<i>New Designation</i>
“Regular Type”	“For Service ML” (Not recommended)
“Premium Type”	“For Service MM” (Not recommended)
“Heavy-Duty Type”	“For Service MS” (Recommended)
	or
	“For Service DG” (Recommended)
“Series 2”	“For Service DS” (Not required)

# MAINTENANCE

**ML**

(Comparable to former Regular Type)—Not recommended.

This oil is designed for light service in engines not critically affected by sludge and varnish deposits.

**MM**

(Comparable to former Premium Type)—Not recommended.

This oil has additives to reduce sludge, varnish, and acids, but not in sufficient quantities to be recommended for use in Rocket engines.

**MS**

and

**DG**

(Comparable to former Heavy-Duty Type)—Recommended.

These oils are recommended for use in Rocket engines as they have sufficient additives to minimize formation of sludge, varnish and acids under normal driving conditions.

**DS**

(Comparable to former Series 2 Type)

This oil is specially compounded for use in diesel engines under severe operating conditions, and is not generally available at filling stations. It can be used satisfactorily in Rocket engines, but is not required. It contains a larger quantity of additives than the M.S. or D.G. oils.

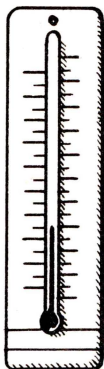
In buying motor oils, it is advisable to consider the reputation of the refiners or marketers. The use of a good brand of the proper type is important in obtaining maximum performance and satisfaction from your car. The type of oil should be marked on the can.

## OIL VISCOSITY

Viscosity, or SAE grade, should not be confused with "type of oil." The lower viscosity numbers or "thin" oils such as SAE 5W or SAE 10W are designed for use during cold weather to provide easy starting and instant lubrication. The higher viscosity numbers or "thicker" oils such as SAE 20 or SAE 20W are designed for use during warm or hot weather to provide adequate lubrication under higher operating temperatures.



# RECOMMENDATIONS



The following chart will serve as a guide for the proper oil viscosity at the lowest expected temperature. It is unnecessary to change the oil for the unseasonably cold or warm day encountered during the fall or spring season.

If you anticipate that the lowest atmospheric temperature will be:

Use  
Viscosity  
Grade

Not lower than 32°F. above zero SAE 20W or SAE 20

Not lower than 10°F. above zero SAE 20W

Not lower than 10°F. below zero SAE 10W

Below 10°F. below zero SAE 5W (See note)

NOTE: SAE 5W oils are particularly advantageous during low temperatures because of their easy starting and quick flow characteristics. The easy starting characteristics of these oils greatly reduce the drain on the battery in cold weather.

There are now available, in SAE 5W viscosity grade, oils that approach or equal the viscosity at engine operating temperatures of typical high quality SAE 10W oils, and give equivalent lubrication protection and oil economy. SAE 5W oils possessing these combined advantages are identified as designed for Service M.S. in addition to the symbol indicating viscosity grade.

SAE 5W oils, which combine the low temperature easy starting characteristics of 5W with the performance characteristics of high quality 10W at the high engine operating temperatures, are intended for use under all operating conditions when the lowest atmospheric temperature that may be encountered during the winter months is —10°F. or below. They should be used not only at the lower temperatures, but may be retained in the crankcase for use during the warmer days that occur during the winter season. The exception to this is when the car is transferred to an area of warmer temperatures in which case the 5W oil should be drained and replaced with oil of the proper viscosity either before or during the transfer of the car. Sustained high speed driving of 70 m.p.h. or over should be avoided with 5W oil when warmer days are encountered.

## OIL CHANGE INTERVAL

The crankcase of the Rocket engine was filled at the factory with M.S. or D.G. oil. If it should be necessary to add oil before the first drain period, use either of these two oils in the viscosity recommended under "Oil Vis-

# MAINTENANCE

cosity.” Break-in oils are entirely unnecessary and their use is not recommended.

It is always best to drain the crankcase after engine has reached normal operating temperature to insure complete removal of the old oil.

The initial oil change and subsequent changes should be made as required by driving conditions in accordance with the following recommendations:

## 500 MILE CHANGE INTERVAL . . .

This period should be used in cold weather when the car is used almost exclusively in the city for house-to-house or store-to-store operating conditions as experienced by doctors and city salesmen.

## 1,000 MILE CHANGE INTERVAL . . .

This interval should be used under average winter driving conditions when most of the driving is in the city with only occasional highway driving.

## 2,000 MILE CHANGE INTERVAL . . .

This interval should be used under average summer driving conditions when the car is operated under inter-mixed city and highway driving such as town driving during the week with a highway trip on weekends.

## 3,000 MILE CHANGE INTERVAL . . .

This interval should be used where the car is driven consistently on the highway with occasional city driving.

## CRANKCASE CAPACITY

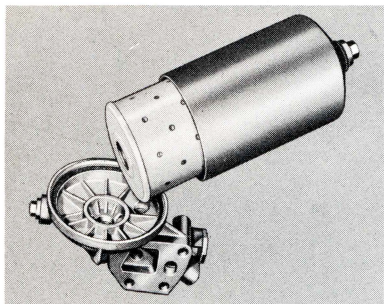
Oil change only—5 quarts.

Oil change and Filter Element change—6 quarts.

## OIL LEVEL

The oil gauge rod is marked “Full,” “Add 1,” and “Add 2.” The oil level should be maintained in the safety margin, neither going above the “Full” line nor under the “Add 2” line. The oil level should be checked when refueling and oil added to maintain the proper level. It is important that the crankcase is always full before a long drive is started.

# RECOMMENDATIONS



## OIL FILTER

(Optional)

If your Rocket engine is equipped with an AC Full Flow Oil Filter, the filter element should be replaced every 5,000 miles.

## TRANSMISSION LUBRICATION

### HYDRA-MATIC DRIVE

The fluid level in your Hydra-Matic drive should be checked every 1,000 miles and should be changed at 25,000-mile intervals. The fluid level in the Hydra-Matic transmission should be checked with the engine running at idle speed and the car on a level surface. The level indicator and filler tube are located under the hood at the right rear corner of the engine. One and one-half pints of fluid are required to bring the level from the low to the full mark. Do not fill above the full mark on the dipstick.

## TYPE OF FLUID

### FOR YOUR HYDRA-MATIC DRIVE

The use of G.M. Hydra-Matic fluid is recommended and is available at all Authorized Oldsmobile dealers. Total capacity of the Hydra-Matic transmission is 10½ quarts. Hydra-Matic Drive fluid is available through some of the independent oil companies. Only fluids with the following designation on the container should be used: brand name including the words, "Fluid Type A" plus an Armour Qualification number embossed on top of the can as follows: "AQ-ATF-number."

## SYNCRO-MESH TRANSMISSION

The lubricant level in the Syncro-Mesh transmission should be checked at the time of each chassis lubrication. If low, the unit should be checked for leakage. Maintain the fluid level with SAE-80 Multi-Purpose Gear Lubricant. Regular or seasonal changes are not recommended.



# MAINTENANCE

The following is a complete breakdown of lubrication services required at various mileage intervals.

## EVERY 1,000 MILES

### CHASSIS LUBRICANT

KING PINS—UPPER AND	
LOWER BUSHINGS . . . . .	4 points
LOWER CONTROL ARM PIVOT	
SHAFT . . . . .	4 points
UPPER AND LOWER CONTROL	
ARM PIVOT PINS . . . . .	6 points
INNER AND OUTER TIE	
ROD ENDS . . . . .	4 points
STEERING IDLER ARM	
BUSHING . . . . .	1 point
BRAKE AND CLUTCH PEDAL	
BUSHING . . . . .	1 or 2 points

### CHECK FLUID LEVEL—REPLENISH

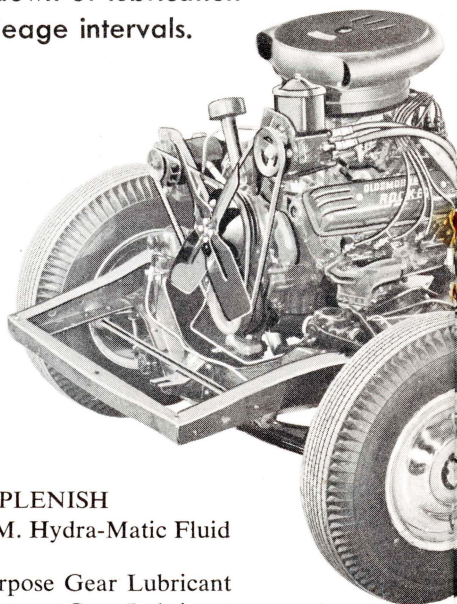
HYDRA-MATIC DRIVE . . . . .	G.M. Hydra-Matic Fluid
SYNCHRO-MESH TRANSMISSION	
. . . . .	SAE-80 Multi-Purpose Gear Lubricant
DIFFERENTIAL . . . . .	SAE-90 Multi-Purpose Gear Lubricant
MASTER BRAKE CYLINDER . . . . .	G.M. Brake Fluid No. 11
G.M. HYDRAULIC STEERING UNIT . . . . .	G.M. Hydra-Matic Fluid
HYDRO-LECTRIC . . . . .	G.M. Hydro-Lectric Fluid
BATTERY . . . . .	Distilled Water
GENERATOR OIL CUPS—front and rear. Transmission manual control and throttle linkage.	
DISTRIBUTOR—drop on rotor felt (Ball brg. and cam lub. on breaker cam).	
STEERING GEAR—Check and replenish with Multi-Purpose gear lub.	

## EVERY 3,000 MILES

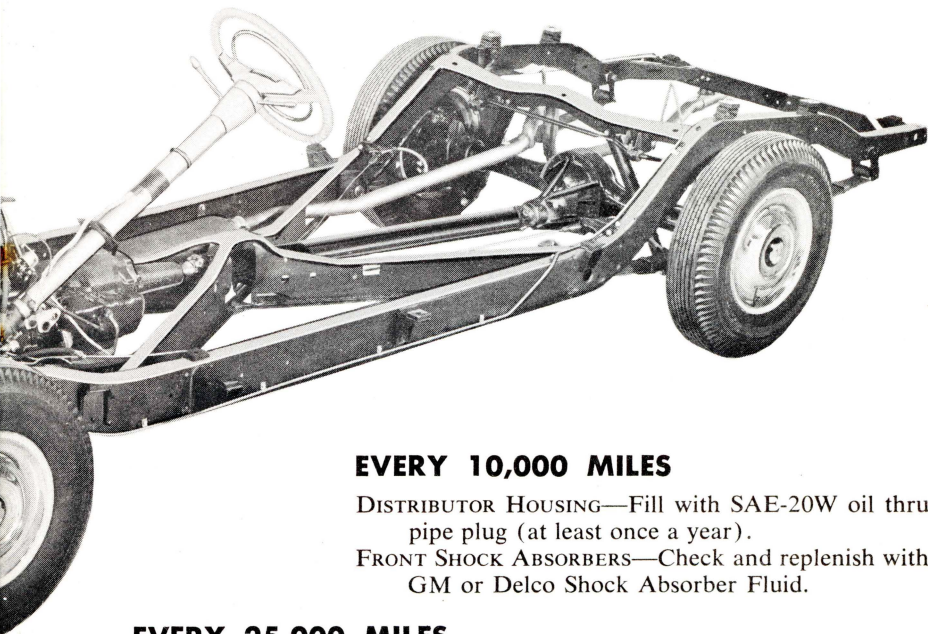
STANDARD AIR CLEANER*—Clean filter and re-oil with engine oil.
CRANKCASE INLET OIL CLEANER*—Wash in kerosene and re-oil with engine oil.
OIL BATH BREATHER (Crankcase ventilating tube)*—Wash in kerosene.

## EVERY 5,000 MILES

FRONT WHEEL BEARINGS—Clean and pack with high melting point wheel bearing grease.
DISTRIBUTOR—Ten drops of engine oil on distributor plate.
HEAVY DUTY (oil bath) AIR CLEANER*—Clean and replenish with SAE-50 Oil (1 pint).
OIL FILTER*—Replace element.



# RECOMMENDATIONS



## **EVERY 10,000 MILES**

**DISTRIBUTOR HOUSING**—Fill with SAE-20W oil thru pipe plug (at least once a year).

**FRONT SHOCK ABSORBERS**—Check and replenish with GM or Delco Shock Absorber Fluid.

## **EVERY 25,000 MILES**

**HYDRA-MATIC DRIVE**—Drain and refill with G.M. Hydra-Matic Fluid (10½ quarts).

**UNIVERSAL JOINTS**—Disassemble, clean and repack with high melting point wheel bearing grease.

**SPEEDOMETER CABLE**—Lubricate lower 2/3 with speedometer cable grease.

## **LUBRICATE AS REQUIRED**

**BODY LUBRICATION**—WIPE OFF OLD LUBRICANT

**DOOR LOCK BOLT ROLLER**—Drop or two of engine oil on inside of roller.  
**LOCK FRAME, LIFT BOLT CUTOUT**—Apply thin film of Lubriplate on both sides.

**DOOR STRIKER LOWER GUIDE CHANNEL**—Apply Lubriplate on bottom surface.

**WEDGE PLATE BUMPER**—Apply solution type graphite on lower surface.

**DOOR CHECK LINK SHOE**—Thin film of Lubriplate on friction surfaces.

**DOOR CHECK LINK ROLLER**—Drop of engine oil at end of shaft.

**HOOD HINGE**—Apply engine oil at friction point.

**HOOD LATCH**—Thin film of Lubriplate on friction surfaces.

**REAR DECK LID LOCK BOLT**—Apply Lubriplate to bolt at striker contact area.

**DOOR AND REAR DECK LOCKS**—Use lock lubricant whenever hard to insert key.

\*Severe weather or driving conditions necessitate more frequent attention.



# SERVICE CALENDAR

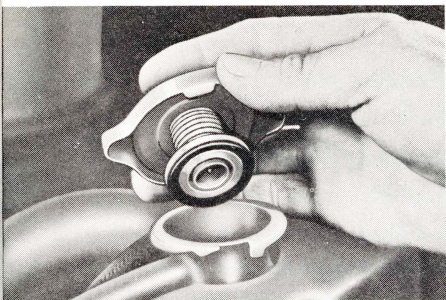
In order to assist you in determining when maintenance work should be performed on your Oldsmobile, we have compiled a suggested maintenance schedule which is listed below in chart form. Following this general pattern of service intervals will assist you in obtaining better performance and satisfaction from your car and will also offer assurance that you are providing the necessary care for the precision engineering and manufacturing that is inherent in your Oldsmobile.

MILEAGE INTERVAL IN THOUSANDS																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
SAFETY INSPECTION	1	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LUBRICATE CHASSIS	2	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
CHANGE OIL	3									AS REQUIRED															
ADD ENGINE OIL	4									AS REQUIRED															
REPLACE OIL FILTER CARTRIDGE	5				■					■					■					■					■
SERVICE AIR CLEANER □ Std. ■ Oil	6		□		■	□			□	■		□			□			□		■	□			□	■
REPACK FRONT WHEEL BEARINGS	7				■					■					■					■					■
REFILL SHOCK ABSORBERS	8									■										■					
CHANGE HYDRA-MATIC FLUID	9																								■
REPACK UNIVERSAL JOINTS	10																								■
ENGINE TUNE-UP	11				■					■					■					■					■
REPLACE SPARK PLUGS	12									■										■					
ADJUST HYDRA-MATIC BANDS & LINKAGE	13	■								★										★					
ROTATE TIRES	14				■					■					■					■					■
BALANCE WHEELS	15									★															★
ALIGN FRONT WHEELS	16		★							■					★					■					★
ADJUST STEERING GEAR	17				★					★					★					★					★
MINOR BRAKE ADJUSTMENT	18		■		★					★					★					★					★
MAJOR BRAKE INSPECTION	19									■					■					■					■
1000-2000 MILE INSPECTION	20	■	■																						
LIQUID GLAZE	21									AS REQUIRED															
WASH CAR	22									AS REQUIRED															

KEY TO FACTORY RECOMMENDED MAINTENANCE INTERVALS

□ ■ RECOMMENDED

★ ROAD TEST INSPECTION



## COOLING SYSTEM

The coolant level should be kept at about three inches below the top of the filler neck. Care must be exercised when removing the pressure radiator cap after the engine is warm. The cap should be loosened slowly to allow any pressure to escape before removing.

## DRAINING AND CLEANING

The cooling system should be drained and cleaned twice a year or just before anti-freeze is added and after anti-freeze is removed. For maximum protection of the cooling system, especially during hot weather, Oldsmobile Radiator Rust Inhibitor should be added to the fresh coolant.

## DRAINING THE COOLING SYSTEM

The radiator core can be drained by means of a drain valve at the radiator lower tank which is accessible through the front sheet metal when the hood is raised. The engine block must be drained by means of two drain valves one on each side of the engine block underneath the exhaust manifolds. Both drain valves must be opened to completely drain the engine of coolant. Loosen the pressure radiator cap when draining.

## ANTI-FREEZE

The kind of anti-freeze you use is a matter of individual preference. "Permanent" anti-freeze solutions do not evaporate and will protect the cooling system of your car against freezing and clogging from rust formation for the winter season. Alcohol type anti-freeze is subject to evaporation and must be checked frequently. It may be necessary to add more alcohol anti-freeze occasionally in order to maintain the protection desired.

Anti-freeze should be drained as soon as danger of freezing is over.

## INSTALLATION OF ANTI-FREEZE

Before installing anti-freeze, it is important to have the cylinder head gasket and all water connections tightened and inspected for leaks.

## COOLING SYSTEM CAPACITY

The cooling system capacity of your Rocket engine, including heater, is 22½ quarts. Amounts of anti-freeze required to protect the cooling system at various temperatures is outlined in the Technical Data section.

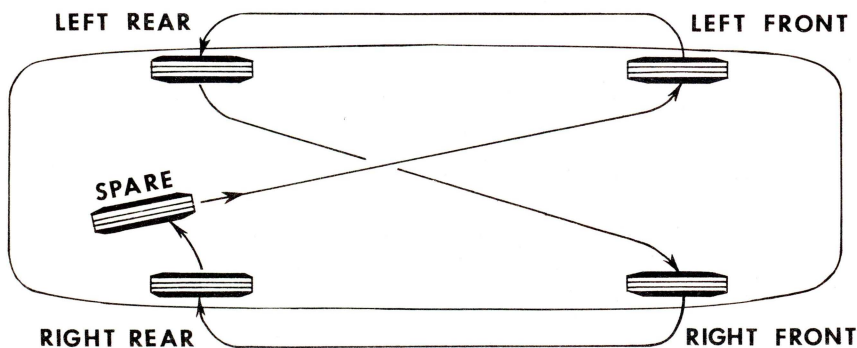


# TIRE CARE

For maximum tire life, handling ease, and riding comfort, the following recommendations regarding tire care should be observed:

**TIRE PRESSURE**—Tire pressures should be checked when the tires are cold and all tires should be inflated to pressures recommended on chart in Technical Data section. It should be remembered that it is normal for tires to build up 3 to 4 pounds pressure during operation; therefore, if tires are checked and found to be high while warm, do not remove any air.

**ROTATING TIRES**—Rotating tires is recommended every 5,000 miles. The following chart is the recommended sequence for rotating tires.



**CHANGING TIRES**—In the event it is necessary to change a tire, the following procedure is suggested.

1. Set the hand brake.
2. In the event it is a rear tire, remove the fender panel as follows:
  - 88 Series—Using the lug wrench, turn the hex locking bolt at the bottom center of the panel. The panel will then be released at the top and may be removed from the end clips by tilting the panel outward.
  - 98 Series—Using the lug wrench, remove the hex head bolt at the front lower side of the fender panel and lower the fender panel to clear lugs at the top edge. If terrain or curbs prevent access to bolt, it may be necessary to first raise car with jack (see step 5).
3. Use the flattened end of the lug wrench, remove hub caps or wheel discs.

4. Loosen the five wheel attaching nuts approximately one turn. The nuts are loosened on the right hand side of the car by turning counter-clockwise and on the left hand side of the car by turning clockwise.
5. Raise the car with the bumper jack as follows:
  - a. Assemble the jack to the jack base.
  - b. Locate the projecting lug on the jack lift pad in the left or right recess provided on the underside of both front and rear bumpers.
  - c. Set the small lever on the side of the jack to "up" position. Use the lug wrench as a handle to operate the jack to raise the car.
6. Remove the five wheel attaching nuts and change the wheel and tire.
7. Install the five wheel attaching nuts and tighten.
8. To lower car, set the small lever on the jack in the "down" position and operate the handle as in raising.
9. Recheck tightness of wheel attaching nuts.
10. Install hub cap or wheel disc and fender panel.

## CHROME PLATED PARTS

Salt and calcium chloride compounds used to clean streets of snow and ice in the winter and applied to dirt and gravel roads to lay dust during the summer months will damage chrome plating if allowed to remain on these parts for any length of time.

National Defense Program requirements have made it necessary to change the plating process on some chrome parts on your new Oldsmobile.

**BUMPERS AND BUMPER GUARDS—EXEMPT FROM REGULATION.** Plating process and use of maximum high quality materials remain unchanged.

**CARE—**Clean with damp cloth and mild scouring powder. Apply, and wipe dry, a thin coating of No. 10 motor oil at least once a month. All other exterior chrome plated parts are coated with a baked clear synthetic enamel. Care must be taken not to break this protective coating with abrasive cleaning agents such as steel wool, scouring powder, etc. A mild detergent or soap is the most suitable cleaning agent. Repairs to scratches or abrasions that occur on these coated chrome parts must be performed within a reasonably short time to prevent further deterioration to the finish. Your dealer will apply Oldsmobile Chrome Gard to your car, or this material may be purchased from your dealer and applied at home in accordance with the instructions on the container.





## LACQUER FINISH

Calcium chloride and other salts, road tar, excretion from insects, "tree sap," chemicals from factory chimneys and other foreign matter may permanently damage the finish of your Oldsmobile. Frequent, regular washing and a thorough cleaning after exposure is recommended to prevent damage by these substances. The following three rules should always be observed when washing your car.

1. Always use cool water.
2. Never wash it in the direct rays of the sun.
3. Always wait until the sheet metal surfaces are cooled off.

If the finish appears dull after washing, lacquer polish will restore its brightness and the luster.

The finish of your car can be protected against weather and sunlight for many months by application of Oldsmobile Liquid Glaze. Your dealer will apply Liquid Glaze and Sealer to your car or these materials may be purchased from your dealer and applied at home in accordance with the instructions on the container.

# TECHNICAL DATA

## CAPACITIES

Gas tank—18 gals. Cooling system (with heater)—22½ qts.  
 Syncro-Mesh transmission—2 pints. Differential—4¾ pints.

Engine crankcase (drain and refill)—5 qts.  
 Unit disassembled or when changing oil filter element—6 qts.  
 Hydra-Matic (drain and refill)—10½ qts.  
 (Unit disassembled—11½ qts.)

## LIGHT SPECIFICATIONS

NOTE: The electrical system on your 1953 Oldsmobile is a 12-volt system. Light bulbs and other portions of the electrical system are not interchangeable with equipment on past model cars.

Lamp Description:	Candle Power	Bulb No.	Lamp Description:	Candle Power	Bulb No.
Headlights	50-40 Watts	4400	Spot Lamp	32	
Instrument Cluster Lamp	2 c.p.	57	Back-Up Lamps	32	1073
Stop Light & Tail Lights	4-32	1034	Ignition Switch Lamp	2	57
Dome Light (Exc. Convertibles & Deluxe Holiday Coupes)	15	94	Radio Dial Lamp	2	57
Rear License Lights	3	67	Turn Signal Indicator Lamp	2	57
Glove Compartment Light	2	57	Electric Clock Lamp	2	57
Beam Indicator	1	53	Parking Lights (With Turn Signal)	4-32	1034
Underhood Lamp	6	89	Dome Light (Convertibles & Deluxe Holiday Coupes)	6	90
Rear Compartment Lamp	6	89	Ash Tray Lamp	1	53
			Courtesy Lamp	6	90

## FUSE SPECIFICATIONS

## FUSE TYPE

## FUSE LOCATION

Stop & Dome Light (Exc. 98 4-Dr. & Conv.)	SFE-14	On Headlamp Switch
Stop Light (98 4-Dr. & Conv.)	SFE-14	
Dome Light & Rear Seat Cigar Lighter (98 4-Dr. Only)	SFE-14	In lead near headlamp switch (In fuse holder)
Electric Clock	AGA-1	
Glove Box Light	SFE-4	
Under Hood Light	SFE-4	
Back-Up Lamp	SFE-9	
Spot Light	SFE-9	In lead near ignition switch (In fuse holder)
Dome & Tail Light (Conv.)	SFE-20	
Heater	SFE-14	
Radio	SFE-7.5	
Hand Brake Warning Light	SFE-4	
Instruments (Temp, Fuel, HMT Ind)	SFE-9	On back of lighter near flasher on brace
Cigar Lighter	SFE-20	
Turn Signal Light	SFE-9	
Frigidaire Car Cooling	SFE-20	
Ammeter	SFE-9 (2)	In line near ignition switch (In fuse holder)
		Near voltage regulator

## ANTI-FREEZE SPECIFICATIONS

Anticipated Freezing Temperature  
 G.M. Anti-Freeze (Alcohol)  
 G.M. Ethylene Glycol Anti-Freeze (Permanent)

	10°F.	0°F.	-10°F.	-20°F.	-30°F.
G.M. Anti-Freeze (Alcohol)	6.0 qts.	7.5	8.5	9.5	10.5
G.M. Ethylene Glycol Anti-Freeze (Permanent)	6.5	8.0	9.0	10.0	11.0

## TIRE SIZES AND INFLATION PRESSURE

	Pressure in Pounds	
	Front	Rear
7.60 x 15	24*	22
8.00 x 15	24*	22

\*On cars equipped with Oldsmobile Car Cooling, front tires are to be inflated to 26 pounds.



# ACCESSORIES

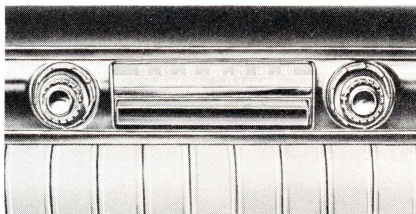
## SUPER DELUXE (SIGNAL SEEKER) RADIO

The Super Deluxe (Signal Seeker) Radio incorporates an automatic device as well as the conventional tuning system. When actuated by center push bar, the automatic tuner will select and accurately tune the next available station.

Left hand outer and inner controls are the on-off switch and tone control, respectively.

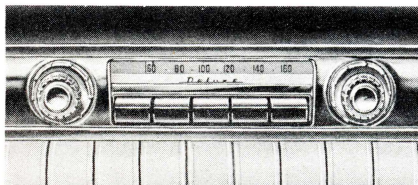
The center push bar directly below the radio dial operates the "signal seeker." When this bar is depressed and released the radio automatically tunes to the next station on the dial. This bar should be held down only for an instant; otherwise the tuner may pass over some of the stations.

The conventional manual tuning control is operated by the outer right knob while the station sensitivity control is operated by the inner right knob. The latter control is labeled "more stations" and has six positions. With the control fully to the left or counter-clockwise position, only the strongest stations will be tuned in automatically by the center push bar. As the control is rotated to the right, medium strength stations are tuned in and with the control fully to the right or clockwise position, all available stations will be tuned in automatically. The inner right knob has no effect when tuning manually in the conventional manner.



## DELUXE RADIO

Outer Left Knob—On-Off Switch and Volume Control.



Inner Left Knob—Tone Control—

After the station has been tuned in properly, adjust the tone control to the position that gives the tone most pleasing to you.

Right Knob—Turn the knob until the desired station is tuned in

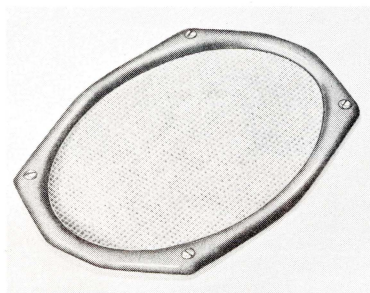
clearly, with a minimum of hiss. Never attempt to reduce volume with the tuning control, always use the volume control. The dial is calibrated in kilocycles, with the last zero omitted. For example, a dial reading 80 indicates 800 kilocycles.

## ADJUSTING PUSH BUTTONS

1. Turn on Receiver for ten minutes or more.
2. Select a Push button for the desired station. Pull this button slightly to the right and out as far as it will go.
3. Tune in the desired station manually.
4. Push the selected button to its maximum "IN" position. This operation is the locking operation.
5. Proceed in the same manner for the remaining stations.
6. After all the buttons have been adjusted, recheck the setting. Push each button and see if the station may be tuned in more accurately manually. If so, pull out the button, reset the station manually, and push the button to the maximum "IN" position.
7. A station setting may be changed at any time by repeating the foregoing procedure.

## REAR SEAT SPEAKER

The rear seat speaker eliminates the use of excessive volume from the radio when rear seat passengers desire entertainment. This special speaker is mounted flush with the surface of the package shelf behind the rear seat. It brings ear-level reception to the back seat passengers and offers background entertainment for the front seat passengers. It may be operated with or independent of the radio speaker or the radio can be used alone.



## CONDITION-AIR HEATER

The Oldsmobile condition air unit heats outside air to the temperature desired by the driver. Operate as follows:

1. Pull the right hand air control knob "D" out. This provides air circulation through the heater. At normal driving speeds it provides sufficient air velocity that the blower operation is not required for adequate heating.
2. Pull the temperature control knob "A" out to raise temperature as desired.

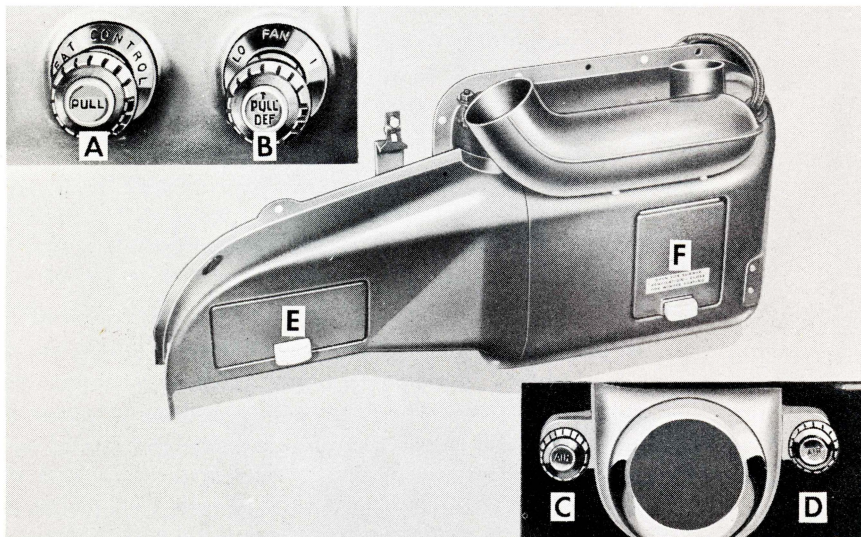


3. Knob "B" is a combination defroster and blower control operated as follows.

Car heating for low speed or city driving—turn knob to the right for high speed blower operation or to the left for low speed.

For mild defrosting and for interior heating—pull the knob half way out and use blower if required.

For maximum defrosting—pull the knob all the way out and close ventilator door "F" of the heater.

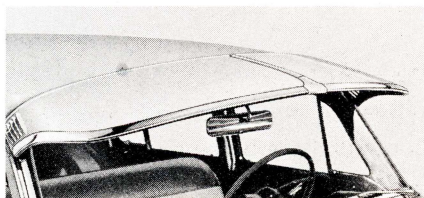


## SUMMER VENTILATION

Push the temperature control knob "A" all the way in. Open doors "E" and "F" on the face of the heater and pull out the fresh air knobs "C" and "D" on the steering column bracket.

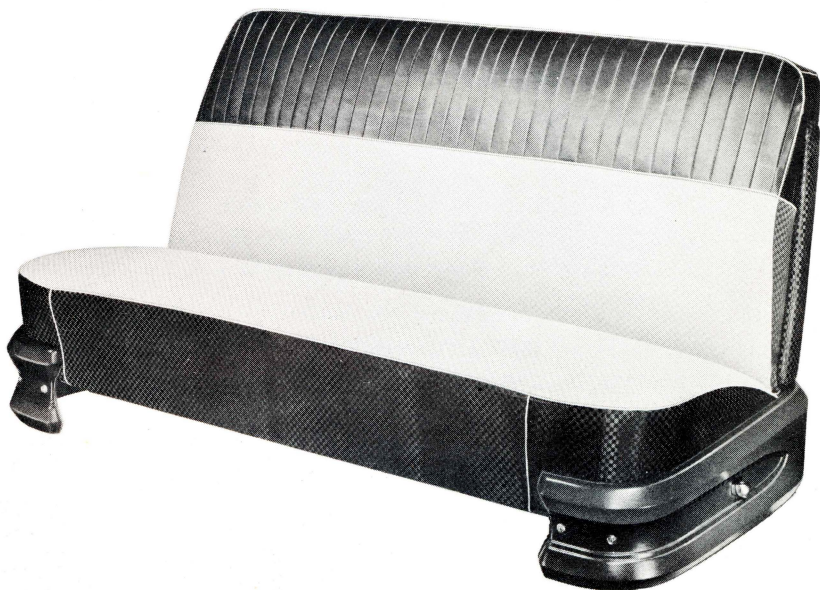
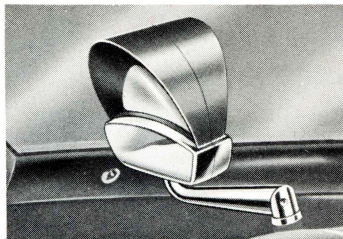
## CADET VISOR

The Oldsmobile cadet visor reduces eye strain and provides additional comfort by shading the front seat area from the hot sun. It shields the driver's eyes from bright sunlight and glaring skies, and during stormy weather protects the upper part of the windshield from rain, sleet and snow.



## TRAFFIC LIGHT VIEWER

The traffic light viewer is a "convenience" companion of the cadet visor. It enables the driver to observe traffic signals without changing his normal position behind the wheel.



## SEAT COVERS

Seat covers protect the upholstery from accidental or normal soiling. Road dust may be removed with a damp cloth, the nylon covers can be laundered and the rayon covers dry cleaned. Seat covers provide cool driving comfort and make it possible to enter or leave the car with ease. They enhance the car's interior appearance and assure a better appearance when car is resold.

Oldsmobile offers a selection of colors and fabrics that meet the requirements of the most discriminating buyers. Fiber, plastic, nylon, and rayon in smartly styled and skillfully tailored covers offer the maximum in values.

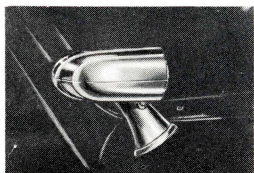
## HAND BRAKE SIGNAL

The Hand Brake warning light, which is an added safety feature, is located on the parking brake mounting bracket. This light flashes a warning whenever the parking brake is applied with the ignition switch "on."



# AUTRONIC-EYE

Mounted on the instrument panel at the left side of the windshield, the Autronic-Eye picks up the beam of an approaching car's headlights and automatically dims your own at a safe distance from the oncoming car. After the car has passed, the Autronic-Eye switches the headlights back to bright unless another oncoming car is within its range of operation.



## TO OPERATE THE AUTRONIC-EYE:

1. Turn on headlights. Allow approximately 30 seconds for Autronic-Eye warm-up time.
2. Depress the auxiliary foot switch. (See illustration). If the upper beam (bright lights) indicator on the instrument panel is on or comes on while the auxiliary foot switch is depressed, the Autronic-Eye is in automatic operating position.
3. If upper beam (bright lights) indicator on the instrument panel does not light up, depress the standard foot dimmer (see illustration) to place Autronic-Eye in automatic operating position.

## FUNCTIONAL OPERATION—Automatic Position

1. To signal an oncoming car that has its headlights on upper beam (brights), depress the auxiliary foot switch, then release. This momentarily flashes your headlights from lower beam (dims) to upper beam (brights).
2. To keep the headlights on upper beam (brights), depress the auxiliary foot switch and hold in this position until you desire the Autronic-Eye to automatically control the headlights.
3. To keep the headlights on lower beam (dims), depress the standard foot dimmer switch as in ordinary dimming.

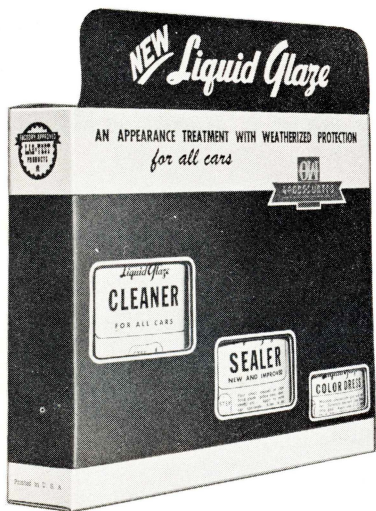
NOTE: Standard foot dimmer switch must be depressed again (see step 3 under "To Operate the Autronic-Eye") to "automatic" position before Autronic-Eye regains control.

This is an electronic device. All adjustments have been made at the factory. The cover should not be removed nor any adjustments made except by an Authorized Oldsmobile Dealer. The windshield glass directly in front of the Autronic-Eye should be kept reasonably clean.



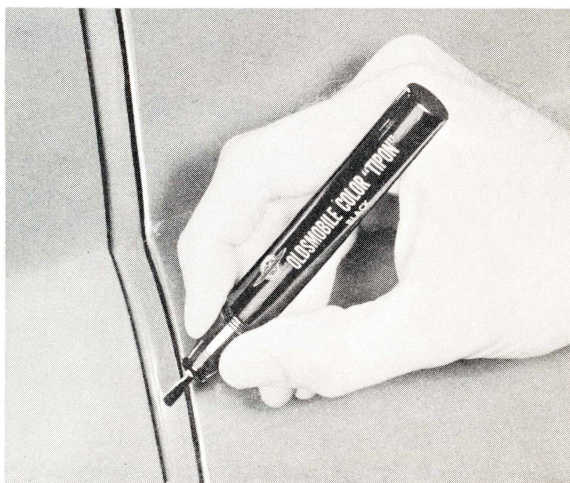
# CAR FINISH CARE

To give your car the care that its finish deserves, Oldsmobile makes available car finish cleaners and sealers and an undercoating to protect the underside of the car.



Liquid Glaze, a chemical compound, provides a protective coating for the lacquer finish. It retards oxidation of the original finish and preserves its true color. This Oldsmobile Engineering approved product can be installed by your dealer or obtained in a handy kit for owner application.

“TIPON” TOUCH-UP PAINT provides a simple, inexpensive method for touching-up nicks and scratches. All matching car colors are available for home application.





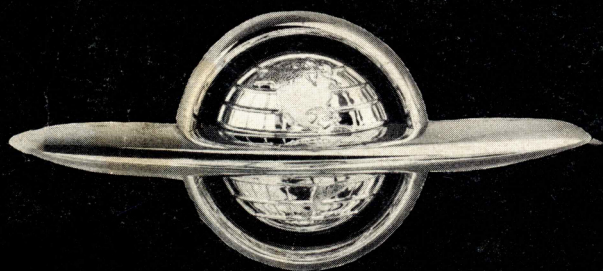
# *Manufacturer's Warranty*

It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on the Oldsmobile motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's Warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles.

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Oldsmobile Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.



OLDSMOBILE DIVISION  
GENERAL MOTORS CORPORATION  
LANSING, MICHIGAN